

§ 196.40–15

bottom of keel forward, or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGFR 67–83, 33 FR 1158, Jan. 27, 1988, as amended by CGD 89–037, 57 FR 41828, Sept. 11, 1992]

§ 196.40–15 Load line marks.

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently marked or embossed as required by Subchapter E (Load Lines) of this chapter.

Subpart 196.43—Placard of Lifesaving Signals

SOURCE: CGD 95–027, 61 FR 26013, May 23, 1996, unless otherwise noted.

§ 196.43–1 Application.

The provisions of this subpart apply to all vessels on an international voyage, and all other vessels of 150 gross tons or over in ocean, coastwise, or Great Lakes service.

§ 196.43–5 Availability.

On all vessels to which this subpart applies there must be readily available to the deck officer of the watch a placard containing instructions for the use of the lifesaving signals set forth in regulation 16, chapter V, of the International Convention for Safety of Life at Sea, 1974. These signals must be used by vessels or persons in distress when

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communicating with lifesaving stations and maritime rescue units.

Subpart 196.45—Carrying of Excess Steam

§ 196.45–1 Master and chief engineer responsible.

(a) It shall be the duty of the master and the engineer in charge of the boilers of any vessel to require that a steam pressure is not carried in excess of that allowed by the certificate of inspection and to require that the safety valves, once set and sealed by the inspector, are in no way tampered with or made inoperative except as provided in § 196.30–20.

Subpart 196.50—Compliance With Provisions of Certificate of Inspection

§ 196.50–1 Master or person in charge responsible.

(a) It shall be the duty of the master or other person in charge of the vessel to see that all of the provisions of the certificate of inspection are strictly adhered to. Nothing in this subpart shall be construed as limiting the master or other person in charge of the vessel, at his own responsibility, from diverting from the route prescribed in the certificate of inspection or taking such other steps as he deems necessary and prudent to assist vessels in distress or for other similar emergencies.

Subpart 196.53—Exhibition of License

§ 196.53–1 Licensed officers.

All licensed officers on a vessel shall have their licenses conspicuously displayed.

[CGD 95–028, 62 FR 51220, Sept. 30, 1997]

Subpart 196.80—Explosive Handling Plan

§ 196.80–1 Master's responsibility.

(a) It shall be the responsibility of the master to have prepared, signed, and prominently posted in conspicuous locations, operating procedures, plans,